

SECRET

Monthly Progress Letter No. 15

Contract No. A-101

System 3

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4 September 1956 to 4 October 1956

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SECRET1-0. GENERAL.

1-1. The development work on System 3, and on the System 3A modification, has been completed. Emphasis has now shifted to the production activity.

2-0. PRODUCTION SYSTEM 3.

2-1. Assemblies for current production commitments have been partially completed. Some completed subassemblies have been placed in test.

2-2. An unexpected delay has occurred because of the fact that the surface of etched boards corroded due to a reaction of the flux-removing alcohol on the insulating fabric which is attached to the board, and the copper plating on the board. Investigation proved that this could be avoided by the use of a different flux-removing compound. In addition, troubleshooting of initial units has proven to be somewhat more time consuming than expected. These difficulties are being overcome but will create a one-week delay beyond the established schedule. For these reasons, the production schedule has been revised as follows:

<u>Shipment Date</u>	<u>Number of Systems</u>
October 20	3
October 29	2
November 5	2
November 26	2
Thereafter	2 per week

3-0. SYSTEM 3 TEST SET.

3-1. The first production model of the test set was shipped on 24 September 1956. Additional units are being assembled. The second unit will be shipped on 22 October 1956 and the following units on 29 October 1956.

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4-0. SYSTEM 3A.

4-1. Development work on the System 3A modification has been completed and procurement of parts for production is now in progress. The delivery of the initial two sets of subassemblies constituting the modification is scheduled for 19 November 1956, with additional units to be completed at the rate of two sets per week.

5-0. PLANNING.

5-1. During the coming month, production work will continue at an increased pace as the initial production learning period is passed. A final flight test is to be conducted about 19 October 1956 for the chief purpose of evaluating the interaction of System 3 with other equipment carried by the aircraft and to obtain further thermal data.

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